14. Periodic Safety Audit of different divisions by inter-disciplinary teams from zonal headquarters has been introduced.

15. Training facilities for drivers, guards and staff connected with train operation have been modernized including use of simulators for training of drivers.

16. Refresher courses are regularly organized at specified intervals.

17. Performance of the staff connected with train operations is being constantly monitored and those found deficient are sent for crash training.

18. Periodical safety drives are conducted to inculcate safety consciousness among the staff.

Rail Accidents Due to Human Error

513. SHRI BALWANT SINGH RAMOOWALIA:
SHRI KAPIL SIBAL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that more than eighty percent of the total rail accidents during the last decade took place due to carelessness of the railway employees; if so, the details in this regard;

(b) if not, what are the facts in this regard and what are the other reasons, alongwith the percentage of accidents which took place on account of them; and

(c) whether any steps have been taken by the Government to bring about alertness and accountability in the Railway employees; if so, the details thereof.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir.

(b) During the decade 1989-90 to 1998-1999, the perecentage of consequential accidents due to different reasons was as under:—

Failure of railway staff	—	67.98%
Failure of other than Railway staff	—	13.15%
Failure of equipment	—	10.70%
Sabotage	—	2.96%
Combination of Factors	—	0.63%
Incidental	—	3.15%
Not established	—	1.39%

(c) Yes, Sir. The details are:—

1. The work of track circuiting has been accelerated on the trunk routes and other important main lines.

2. Modification of the signaling circuitry is being carried out to minimize chances of human errors in causing accidents.

3. Walkie-Talkie sets have been supplied to Drivers and Guards of all Passenger carrying trains. The same is presently being supplied to Drivers and Guards of goods trains also and the same is likely to be completed by 31st March, 2000.

4. Training facilities for drivers, guards and staff connected with train operation have been modernized including use of simulators for training of drivers.

5. Refresher courses are regularly organized at specified intervals.

6. Performance of the staff connected with train operations is being constantly monitored and those found deficient are sent for crash training.

7. Periodical safety drives are conducted to inclucate safety consciousness among the staff.

Rail track from Hubli to Pune

514. SHRI S.R. BOMMAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the management of Rail track from Hubli to Pune, which is in Hubli Division for the last one century, is being handed over to Pune division;

(b) whether Government are aware that this would cause a heavy loss to the Hubli Division, which is in Karnataka;

(c) what are the grounds for such a decision; and

(d) whether it has come to the notice of Government that there is an agitation against shifting of this rail line to Pune Division, which is in Maharashtra?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) It has been proposed to transfer only Pune-Miraj-Kolhapur section of Hubli Division to new Pune Division.

(b) and (c) The territorial jurisdiction of a Railway Division is decided on the basis of operational and administrative requirements consistent with the needs of economy and efficiency and not on the ethnic, territorial or linguistic considerations.

(d) Some representations have been received, both for and against the transfer of Pune-Miraj-Kolhapur section from Hubli Division to Pune Division.